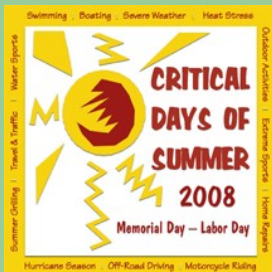


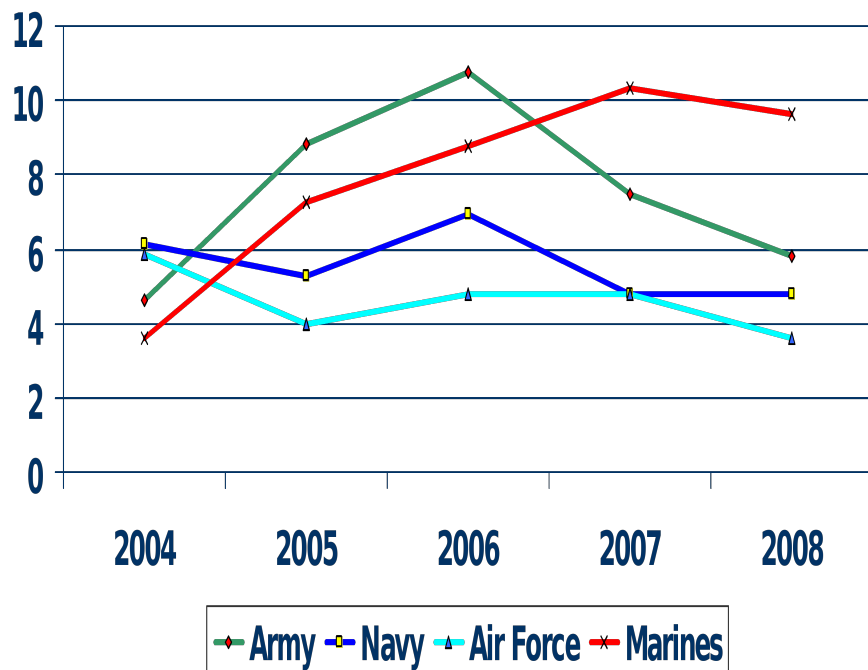
# Motorcycle Safety



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# DoD Motorcycle Service Comparisons

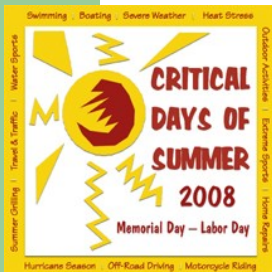
## Military Motorcycle Fatality Rate



- Riders without training are the most likely to get killed or injured
- The first year as a rider is the most dangerous!

✓ Sign up for training at your local Safety office.

✓ If you purchase a new bike you should re-take the training!

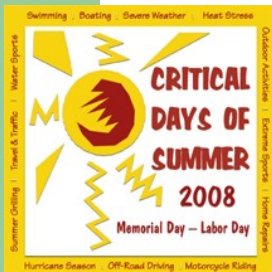


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**Today's Riders typically wear PPE.  
But often are unfamiliar with the  
handling characteristics of their  
machine**



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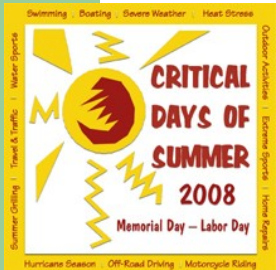


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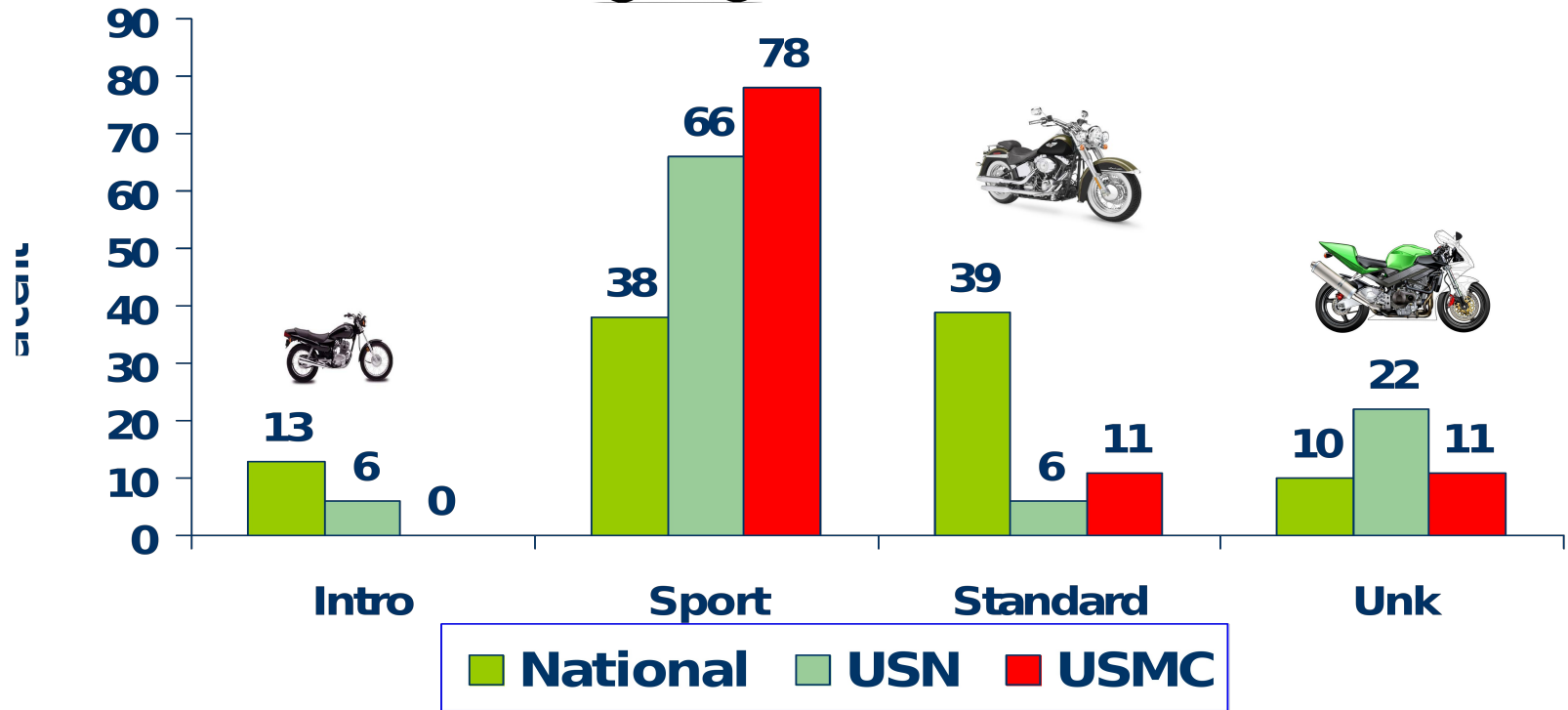
# Motorcycle Training

What type of  
motorcycle is involved  
in most Fatalities?

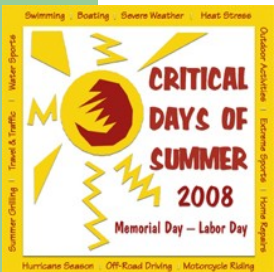


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# FY07 Class A Mishaps by Type Motorcycle



➤ Sportbikes are the most dangerous two wheel vehicles usually because of the ride's inability to handle the performance or poor judgment.

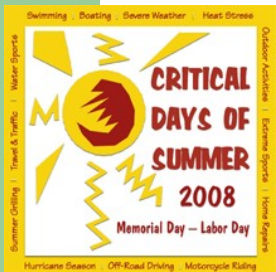


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# Peer Pressure can have a positive or negative impact on fellow riders.....



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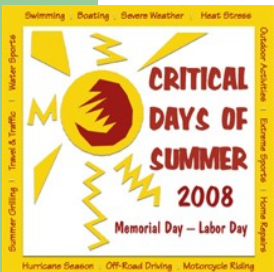
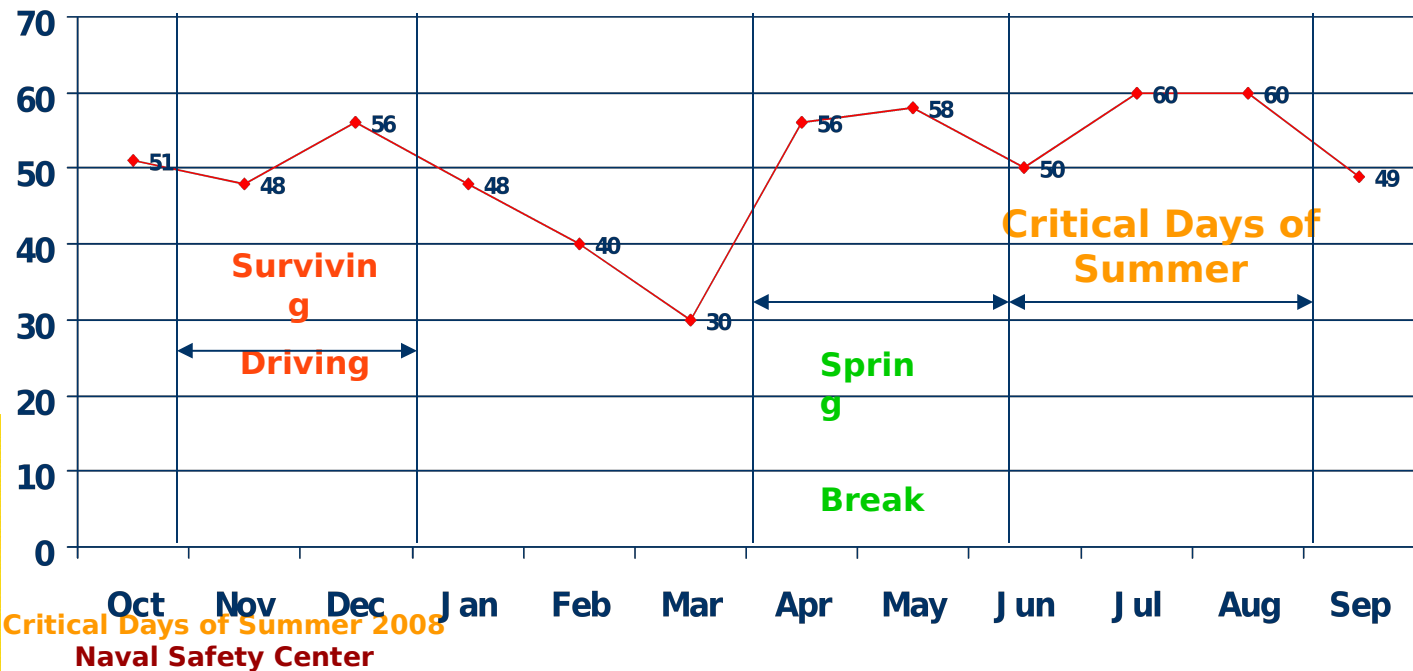
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# Training and Stand-down Should be held for:

- Dangerous times of year
- Deployment return
- Long weekends

## Navy and Marine Class A by Month Total per month from FY01 to FY06





# Motorcycle Types



Dirt Bike 50-650cc

High ground clearance, not road ready



Sport Touring 1100-1800cc  
450-650lb, High performance



Standard 650-1800cc,  
700-1200lb, High power



Super Sport 650-1100cc  
290-350lb, High performance



Intro Bike 125-500cc,  
200-500lb



Sport Unclad 650-1100cc  
290-350lb, High performance

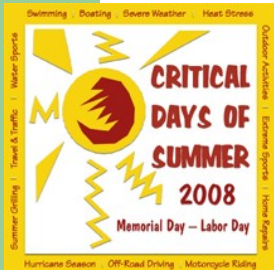


Scooters 50-650cc



# Motorcycle Training

Why are  
motorcycle  
fatalities in the  
spotlight?



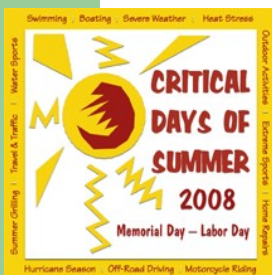
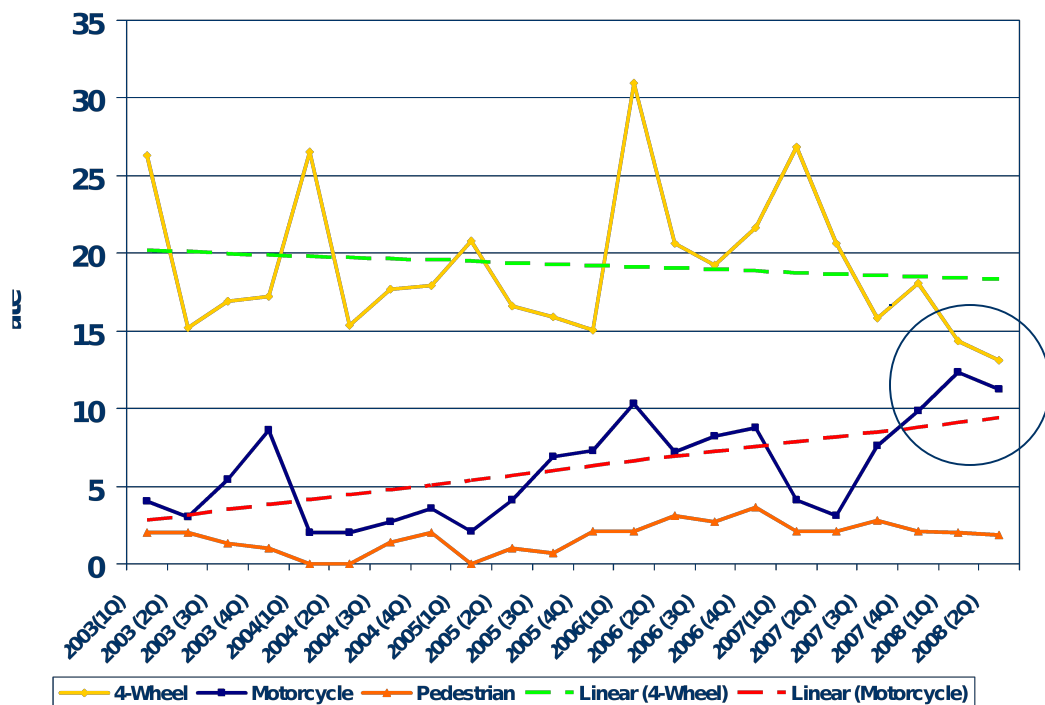
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# Marine Corps PMV Fatality Trends by Type

Rate per 100,000 personnel

- Automobile Fatalities continue to fall.
- Motorcycle Fatalities continue to rise

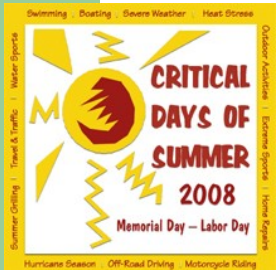
FY 03 - 08



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# Motorcycle Training

Is Motorcycle training  
effective at reducing  
fatalities?



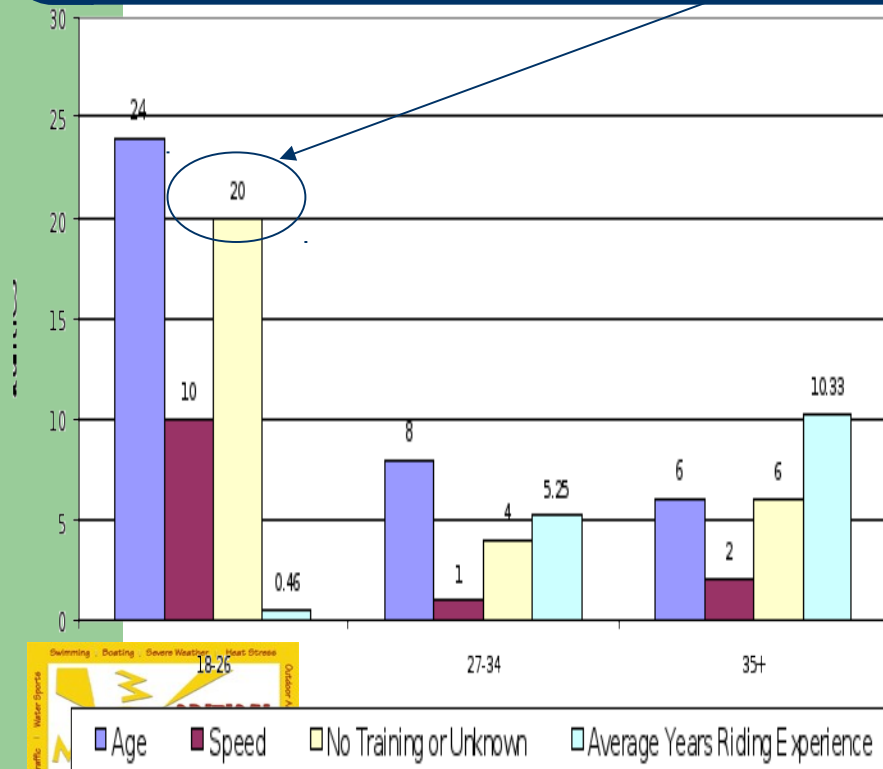
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# USN/USMC FY 06 - 07 Motorcycle Class A Profile

Note the significant number of untrained riders who died.

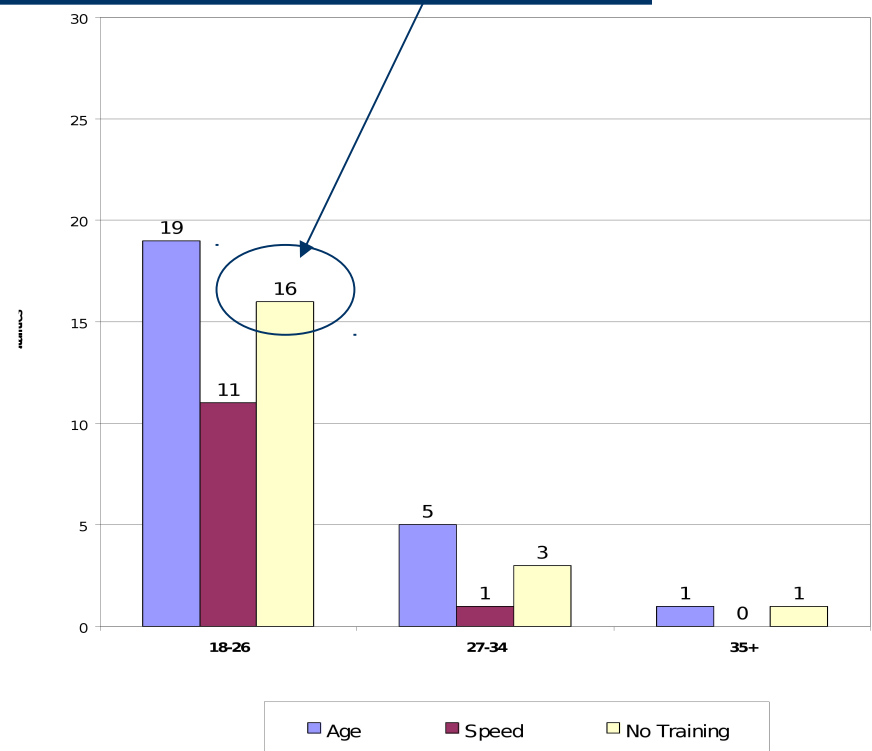
Navy Profile

FY06



FY07

Marine Profile

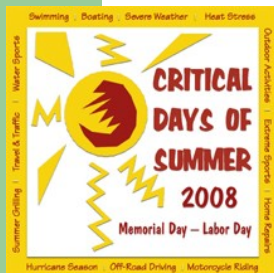


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# Stupid Hurts!



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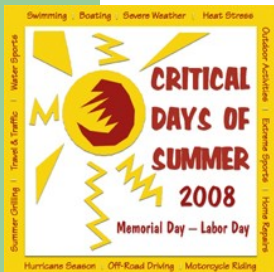


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# Fatalities by location

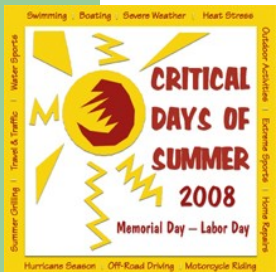
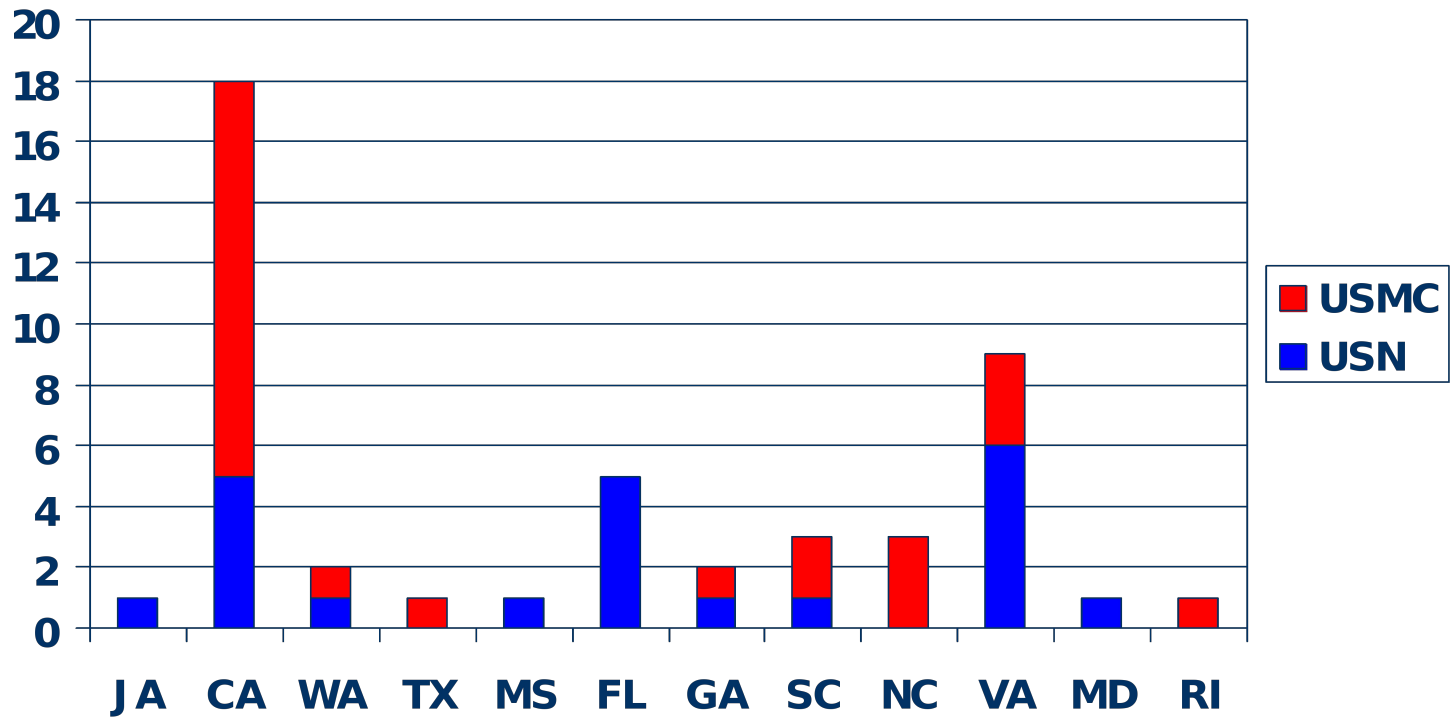
In what states are the  
highest Motorcycle  
Fatality Rates?



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# USN/USMC Motorcycle Fatalities

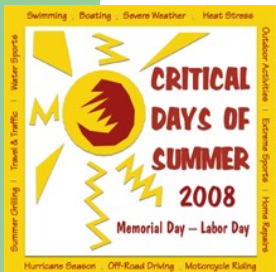
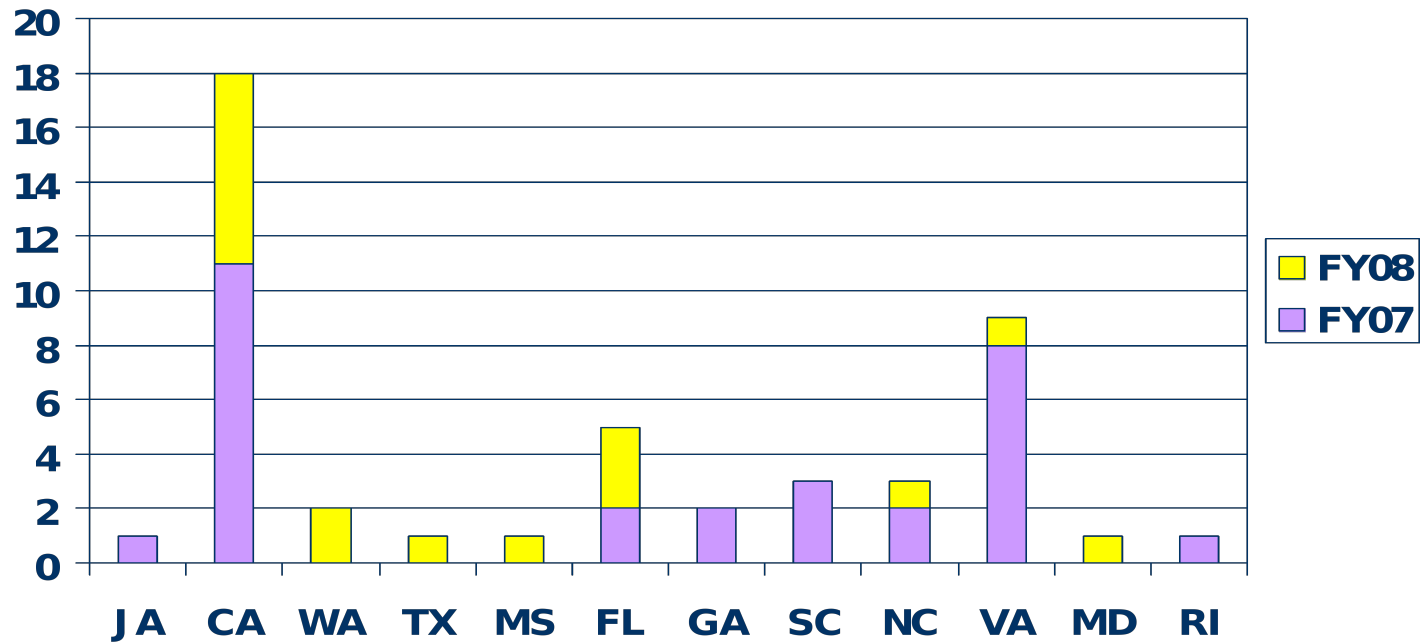
## FY07/08 by Service



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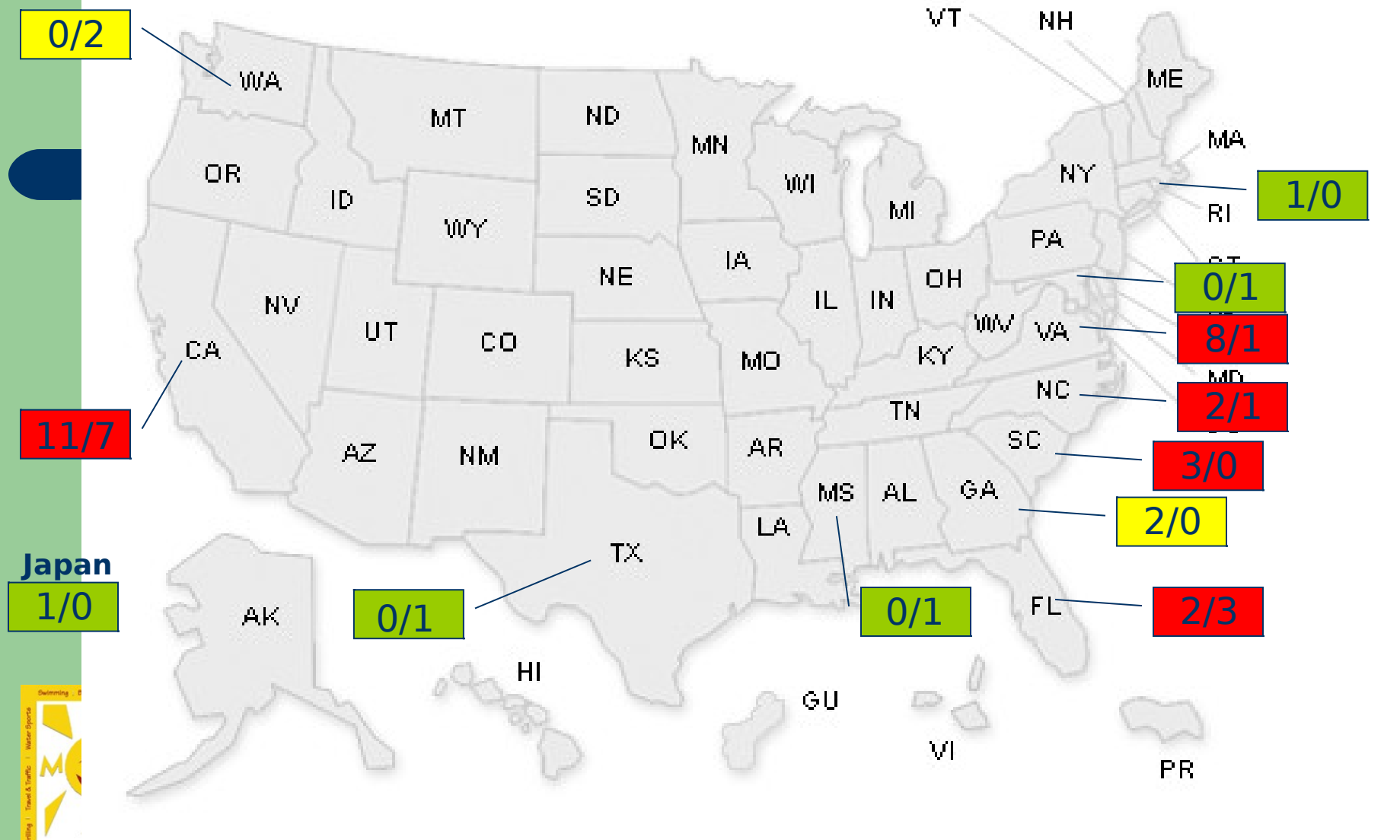


# USN/USMC Motorcycle Fatalities By FY07/08



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# USN/USMC Motorcycle Fatalities FY07/08



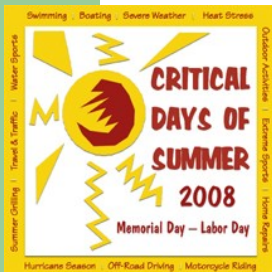
Single Mishap;no trend

2 Mishaps;possible trend

3 or more Mishaps;Trend

# Safety Tips

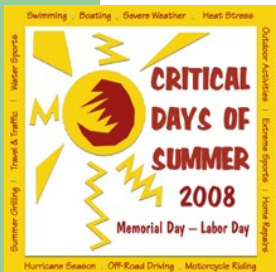
- Don't assume a driver can see you. Wear helmets with retro-reflective materials; bright, contrasting clothing; fluorescent vests.
- Keep your headlight on at all times.
- Be aware of blind spots. If you can't see a driver's face in the rear-view mirror, he can't see you, either.
- Use your turn signals and don't make any sudden moves.



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# Safety Tips

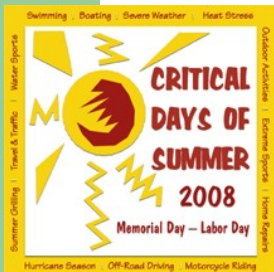
- The most likely situations for a wreck:
  1. Riders inability to make a turn. (too fast or poor skills)
  2. A car turning left in front of you. (poor situational awareness)
  3. A driver changing lanes or turning when you are in his blind spot. (poor riding habit or rider speed related)
  4. Rider Loss of control. (usually speed related)
  5. Impaired Riding



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# Mishap Summaries

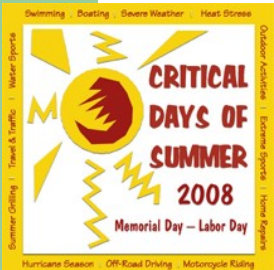
- Two Sailors died in separate accidents two days apart where a vehicle turned into their path. They were wearing all the right equipment.
- A Marine crossed center line, hit SUV, then was hit by another motorcycle.
- A Sailor SN on motorcycle collided head-on with PMV. No helmet.
- A Marine riding motorcycle at high speed lost control and hit tree.



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# Use The Right Equipment

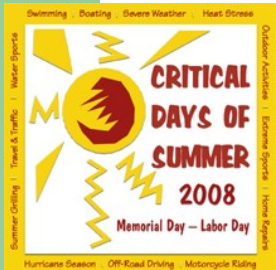
- DOT approved helmet
- Goggles, face shield or impact resistant safety glasses (wrap around or padded to seal the eyes)
- Sturdy over the ankle footwear
- Long sleeve shirt or jacket: (Motorcycle specific equipment highly recommended)
- Long pants: (Motorcycle specific equipment highly recommended)
- Reflective vest for night-time riding
- Full-Fingered Gloves



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# Scenarios

- You just got off of work late and you're exhausted. It's dusk and will be dark in a half-hour. Traffic is backed up on your normal route, so you decide to take an alternate route home through mostly suburban streets. What kind of hazards should you expect to face and how can you reduce your chances of being in an accident?

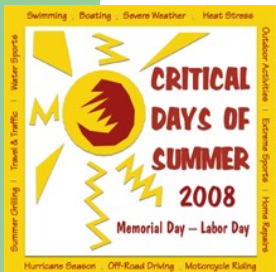


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# Myth Busters

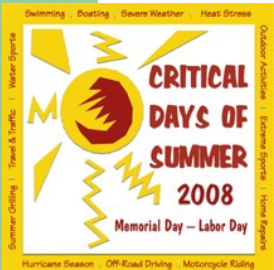
- Myth: A helmet will effect my peripheral vision. I might not see a hazard in time to avoid it.
- Reality: Unless your eyes are in the wrong spot on your head or your visor is covered with mud, helmets don't restrict vision. They provide at least 210° of peripheral vision. Normal peripheral vision is between 200° and 220°.



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# FAQs

- What instruction covers motorcycle safety?
  - OPNAVINST 5100.12H, MCO 5100.19E and DoD 6055.4.
- Do I have to attend a motorcycle safety course to ride off base?
  - Yes. You must attend a Motorcycle Safety Foundation approved safety course in order to ride your motorcycle on or off base.

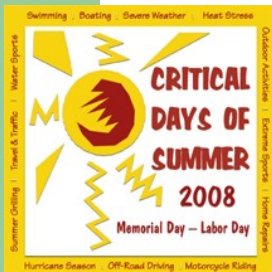


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# Bikes are high risk machines....



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## YOU must manage Your own risk !!!

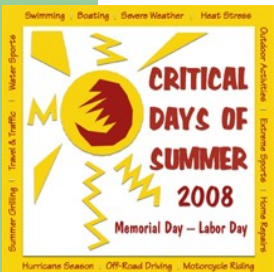
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# FY 2008 Fatalities....



|               | PMV4      | PMV2      | PED      | TOTAL            |
|---------------|-----------|-----------|----------|------------------|
| • <b>NAVY</b> | <b>20</b> | <b>13</b> | <b>2</b> | <b>35</b>        |
| • <b>USMC</b> | <b>16</b> | <b>11</b> | <b>1</b> | <b><u>28</u></b> |

**TOTAL: 63**



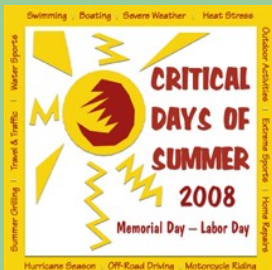
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5/06/08 NSC

# Your Summer Mission: RIDE SAFE!!!



MISSION FIRST, SAFETY ALWAYS.



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